ANYWHERE FOR A NICKEL

THE FACILITY OF TRAVEL OVER BROOKLYN'S WEB OF ROADS.

A firstem Which Has Won the Brooklyn Heart -Enermous Increase of Travel for Non-Business Purposes Caused by Free Transfore from One Line of Care to Another

The new policy of the trolley roads in Brooklyn, inaugurated since the famous strike of January, 1895, is having its effect, and it may be said to-day that it has won the affections of the people across the bridge, and that Brooklyn en made a peaceful and willing captive. Only those who have closely watched the growing popularity of the surface roads there can fully appreciate to what an extent the trolley habit has taken a hold. Day and night the trolley cars go about the City of Churches in proever hundreds of miles of streets. crowded to overflowing at times, and almost lways well filled, while the elevated trains go about neglected and apparently forsworn.

The trolley cars are used for both business and pleasure, and pleasure riding is by no means a small part of their patronage. That such re-sults should have been accomplished by a change in the policy of the roads is the more wonderful when one recalls the disfavor in which these surface roads were held by a large part of the people for months after the great strike. Whatever the real merits of this con-troversy were, it was the fact that the people blamed the managements, and thousands of persons who had before that time used the trolley cars as a matter of course went out of their way thereafter to avoid them, and used the elevated roads instead. The receipts of the trolley roads fell off until the most important lines in the city were bankrupt or nearly so while the elevated roads felt as if the long looked for boom had come for them, and as one evidence of their good feeling, gave a bonus in pay to their employees, who had been hard worked in handling the enormously increased

Things looked very blue for the trolley roads. But now this is all changed, and the people have been so won ever by a different treatment that almost everybody inBrooklyn is swearing by the electric roads, while the elevated roads go begging for business. There were persons, too, who were well versed in the effect of railroad policies who declared that the same methods which of fended the travelling public and brought about the big strike were responsible in large measur deplorable loss of life and limb that marked the history of the trolley roads in Brook lyn about that time, and these people say that the abatement of such disasters since then is er of the results of a different manage ment. If this be true, then there is good reason to congratulate Brooklyn upon the change, and there is no wonder that the pleasure parties ch go travelling about night after night in brilliantly illuminated special cars, singing and making merry until the small hours of the carry with them light hearts. Wherever the change originated, it is a welcome one, and Brooklyn appreciates it.

Perhaps the greatest change in the attitude of the Brooklyn people toward its surface railroads has been produced by the adoption of a general transfer system by the biggest of the railroad combinations in Brooklyn, the Brooklyn Rapid Transit Company, which controls and

lyn Rapid Transit Company, which controls and operates the old systems of the Brooklyn, Queens County and Suburban Raliroad Company, and the Brooklyn, Queens County and Suburban Raliroad Company, and the policy of almost equal liberality in this respect of the other great factor in her internal traffic, the Nassau Electric Company.

These two great raliroad systems cover Brooklyn with lines almost as intricate as those of a labyrinth, and looking over a map of them one wonders how even an old resident of Brooklyn can keep run of where they lead to, and it seems a wonder even that the motormen do not get lost as new policemen are said to do on the big posts up above the Hariem River. These lines all concentrate about Fulton street and the bridge entrance, and from there they ray out in varying directions until they have passed within easy walking distance of almost every house in Brooklyn and Williamsburg. Then they shoot out to suburban towns and summer resorts on every side of greater Brooklyn.

In this reaching out in all directions, some of

passed within easy walking distance of almost every house in Brooklyn and Williamsburg. Then they shoot out to suburban towns and summer resorts on every side of greater In this reaching out in all directions, some of the lines follow direct routes which were formed by the main thoroughfares about which srew the villages which have cemented themselves together into our big sister city, but others of them take zigzag courses which carry them across and across each other. Looking again at a map of the lines, one can see that if the systems are considered as a whole there is no part of the big territory which one cannot readily reach by them, but while each separate line as they were originally built was operated by itself, it was often an expensive and annoying operation to accomplish this. Up to the time that the larger consolidations took place there was probably no city in this country which was less inviting than Hrookyn if one regarded internal communication. It was notorious that people in Brooklyn, and even the policemen, could not tell one how to get from one part of Brooklyn to another. Each portion of the population seemed to spend its life in its own locality. New Yorkers who lived there knew hours to get that they all knew the proper routes to take for Coney Island.

The transfer system has brought about a wonderful change in this. Brooklynites can be found by the thousands now who can find their way in the cars to any part of their city, and it is asserted that social intercourse has increased wonderfully within a year or two. It is a fact that the figures of the railroad companies show that ridding for pleasure or for purposes other than business now makes up a very material part of the receipts of the trolley roads. Brooklyn has a system and a mileage of trolley roads which is exceeded in extent only by Boston. To give an accurate idea of its eccentricities would be impossible, except by a map and long study, but some of the most striking features are interesting.

The larger of the systems which m

say he might ride for ever and ever for one fare if he chose.

"We don't furnish meals, or clothes, or burial," one of the officers said yesterday in speaking of this, "but such a passenger would have light and heat and the other elements of comfort and could travel as long as he lived with only the trouble of transferring from car to car."

comfort and could travel as long as he lived with only the trouble of transferring from car to car."

There are a good many people who already take advantage of this.

"My son," said a Brooklynite, "often takes his girl out for a trolley ride of an evening. They get on a car at the door, pay 5 cents apiece fare, and ride for an hour, perhaps, transferring from line to line until they are brought right back to where they started."

It is not the purpose of the company to make this sort of travelling possible, the managers say, but, on the other hand, they do not object to it particularly, so long as the pleasure riding is done during hours when the cars are not otherwise crowded. As a matter of fact, this is the case, for those who go out for such sport would not go if they could not be pretty sure of seats all the way. Leaving out of consideration, however, this sort of traffic, the miles of riding which one can got in a perfectly legitimate manner is remarkable. From Fulton Ferry or the bridge one fare will carry a passenger to Fort Hamilton or Ulmer Park to the south, the latter place nine miles away, or to Canarde or Hergen Beach to the east, fully as far in a straight line, or to Jamaica, thirteen miles away, or to Groom to the morth. It costs a second fare to go to Flushing or Howery Bay. Taking the route from Ulmer Park via Third avanue to Fulton street and Flatbush avenue, and changing with a transfer ticket there to the Gates avenue line, riding to Ridgewood, and transferring again to the Fresh Pond line, one may ride to Corona, and travel altogether sixteen miles for 5 cents; or by starting from the ama point and taking transferring again to the Fresh Pond line, one may ride to Corona, and travel altogether sixteen miles for 5 cents; or by starting from the ama point and taking transfers to the Nostrand avenue, Myrtle avenue, and Jamaica lines, a ride of twenty-two miles can be had for the same amount of money.

There are forty-four distinct points where the Brocklyn Rapid Transit Company issues transfers, and the number of separate transfers which can be made at those places is 194.

The greatest place for transfer is at City Hall square, where the procession of cars which comes up from the ferry and bridge breaks up and separates into many parts, like the ribs of an opened fan. At this place changes can be made for forty-six separate lines or routes, counting those provided for in all directions. Hidgewood is the next most important transfer point. Twenty-five separate transfers can be made there.

Other places, with the number of the transfers, are:

fors, are:
Fulton street and Flatbush avenue...
Fulton street and Nostrand avenue...
Fulton street and Tompkins avenue...
Fulton street and Kingston avenue...
Fulton street and Alabama avenue...

Fullon street and Kingston avenue.
Fullon street and Alabama avenue.
Flatbush and Nostrand avenues.
Flatbush and Nostrand avenues.
Flatbush and Third avenues.
Nostrand and Flishing avenues.
Nostrand and Myrite avenues.
Nostrand and Myrite avenues.
Nostrand and Vernon avenues.
Nostrand and Putnam avenues.
Nostrand and Putnam avenues.
Nostrand and Putnam avenues.
Nostrand avenue and Halsey atreet.
Nostrand and Putnam avenues.
Tompkins and Myrite avenues.
Tompkins and Myrite avenues.
Tompkins and Myrite avenues.
Tompkins and Gates avenues.
Tompkins and Halsey street.
Flushing and Classon avenues.
Flushing and Hushwick avenues.
Flushing and Hushwick avenues.
Flushing and Hispan avenue.
Flushing and Hispan avenue.
Flushing and Micketpocker avenues.
Flushing and Hispan avenue.
Flushing and Ricketpocker avenue.
Flushing and Kinketpockar avenue.
Flushing and Grand atreet.
Flushing and Ricketpocker avenue.
Fordway and Bedford avenue.
Lorimer and Grand atreet.
Grand street and Grand avenue.

Grand street and Redford avenue. Court street and Atlantic avenue. Court street and Hamilton avenue. Hamilton avenue and Hamilton avenue and Richarita street Atlantic and Columbia avenues. Columbia avenue and Purman street Graham avenue and Meseroie street. Clarenceville. Clarenceville
Nassau and Manhattan avenues
Sixty fifth street and Third avenue
Bay Ridge and Third avenue

can go to meeting the fixed charges of the road, and that each new passenger got upon such terms brings the stockholders nearer to a dividend.

The Nassau Electric Company has been acting upon this belief ever since that company was brought into its present shape by the consolidation of the old Nassau and Atlantic avenue lines. This company operates 130 miles of single track road through about 65 miles of streets, and its routes interweave with those of the Brooklyn Rapid Transit Company from Broadway in Williamsburg east and south, and while it has the great trolley thoroughfares to Coney Island and Sheepshead Bay, it also reaches Canarsie and Fort Hamilton. On this system transfers are issued at every crossing, but these are so regulated that even the most ingenious passenger cannot create for himself a belt line and take round trips for a single fare. The manner in which this is done is by limiting the issue of transfers to two for a single fare, and the company chooses the route by which a passenger shall go to his destination, but they will take him to any point on their entire system for one fare. It costs but a nickel to go from anywhere in Brooklyn to Coney Island or Canarsie, and it is possible, even under their restrictions, for a person for a single fare to ride twenty-five miles.

The longest single ride on this line, without a transfer, is from the foot of Broadway, Williamsburg, to Coney Island—fourteen miles. By starting from Coney Island one could ride to within a block or two of the Broadway ferry, take a transfer and ride to either Canarsie or East New York, making the longer distance mentioned. The manner in which the transfers are limited on the Nassau line is this: When a fare has been paid and the passenger asks for his transfer, he can get a ticket for one change without any explanation, but if he needs to make two changes he must mention his destination to the conductor to issue a second ticket. Even the extra liberal Brooklyn Rapid Transit Company has found tiself obliged to withdraw a

punch mark in the ticket which authorizes the next conductor to issue a second ticket. Even the extra liberal Brooklyn Rapid Transit Company has found itself obliged to withdraw a lot of its transfer privileges from its patrons on Sundays and holidays. Patrons came to them in such numbers on these days that they were simply overwholmed. In place of transfers, the company runs on those days two classes of cars. One kind consists of the regular cars for short distance traffic and the other consists of through cars, which have special routes for through cars, which have special routes for through cars, which have special routes for travel and then out to the summer resorts on the harbor, Jamaica Hay, and Long Island Sound. The Nassau line puts on through cars also on such days, but its transfers are issued also. Previous to the taking in of the Atlantic avenue road in this combination, it cost 15 cents to get to Coney Island by troiley. Five cents is the price now, and the effect upon the number of actual paid fares taken in has been gratifying. The increase in the cash receipts of the company for June over the same month illast year was more than \$18,000, and Sunday, June 28, was the biggest day in the history of the road.

The biggest amount ever taken in before in one day was on July 12, 1896, and the last Sunday in June eclipsed this and exceeded it by about 10 per cent. July Sundays are expected to go away beyond this. Holiday traffic is, however, very easily affected. On one Sanday of this year when the weather was fair and the thermometer stood at 73° the receipt of one of these Brooklyn roads were more than \$14,000. On the same Sunday of 1896, with the thermometer at 72° the receipt of one of these Brooklyn roads were more than \$14,000, on the same Sunday of 1896, with the thermometer at 72° the receipt were about \$13,000, and the year before when the day was raining the total was but about \$9,000.

The Brooklyn Rapid Transit people have recently established a passenger department whose head is devoting hi

sively to increasing the pleasure traffic of the road.

It is under his management that trolley parties are encouraged to hire the illuminated cars for evening trips, buffet and parlor cars for day or night trips and that trolley tea parties, trolley subcree parties, and all sorts of social trolley suchers are provided for. This feature of the trolley business is growing rapidly and more will be told of it another time in The Sun.

There is one other trolley road in Brooklyn which is important as a pleasure road. This is the Coney Island and Brooklyn road which runs from the bridge and Fulton Ferry to West Brighton, with connections also from the Hamilton Ferry. It skirts Prospect Park on its way and takes passengers all the way out to west Brighton for 5 cents on week days, but it charges 10 cents on holidays and Sundays. It cuts little figure, however, in the great internal business of Brooklyn, nor does the De Kalb avenue line, as compared with the two big systems.

The warm weather still covers the Ohio Valley and he eastern lake region. Cooler weather prevails over the Western States and over the Western lakes. temperature remains about normal on the middle and

north Atlantic coasts. lightful; highest official temperature 82°, lowest 67°; wind southerly: average velocity 12 miles per hour to read to sea lovel, S A. M. 80.18, S P. M. 80.68. The thermometer at the United States Weather B

read registered the temperature yesterday as follows: 9 A. M. 70° 75° 6 P. M. 82° 73° 19 M. 70° 77° 6 P. M. 82° 73° 19 M. 70° 77° 9 P. M. 70° 71° 5 P. M. 81° 80° 12 Mid 75° 71° PORECAST FOR TUESDAY.

For New England and eastern New York, shower oler in the interior, southerly winds, becoming sorthwesterly. For the District of Columbia, eastern Pennsylvania New Jersey, Delaware, Maryland, and Virginia, show

ers: cooler; variable winds, becoming northwesterly. The Rev. Dr. Carson Resigns.

ORANGE, N. J., July 5 .- The Rev. Dr. Alexan der N. Carson, the pastor of the Brick Presbyterian Church, announced his resignation yes-terday. The resignation is to take effect on Aug. 31. He has been called to a California pulpit.

Two 24-hour Limited trains each way, every day in the year, between New York and Chicago, via New York Central and its Hichigan Central and Lake Shore connections.—44%

POISONER A POLISH SPY? DR. WESSLER OF PATERSON TELLS

A STORY OF PERSECUTION. its Pamily Made flick by Drinking Milk Whiel Contained Arsente-Two Other Familie Stricken the Same Day-Their Symptom the Same-All Got Milk From the Same Dair

Since Sunday morning, when several cases of arsenic poisoning were reported to the Pater-son police, the people living in the district north of Broadway have become alarmed. The police have taken no action, explaining that none of

the cases resulted fatally.

In each instance the poison was placed in receptacles for milk in the early hours of the morning. The first case reported was that in which Dr. Abraham Wessler's family figured. As told in yesterday's SUN, four members of Dr Wessler's household were stricken on Sunday morning shortly after drinking some milk.

The Wesslers occupy the two first floors of flat house at 53 Bridge street. It was their custom to put out an empty pitcher under a porch in the rear of the house for the milkman, who usually called at 5 o'clock in the morning. On Sunday morning Dr. Wessler's 14-year-old daughter Jennie brought the pitcher of milk into the dining room, and the family sat down for breakfast. All but Dr. Wessler drank some of the milk. He also took a small quantity, but in a cup of coffee. Shortly after drinking the milk the girl Jennie feli in convulsions. Her limbs became rigid. The symptoms were those of arsenic poisoning. Dr. Wessler administered emetics at once.

A few minutes later the doctor's sons, Hyman 8 years old, and Reuben, 4 years old, fell on the floor rigid and vomiting. Then Mrs. Wessler

S years old, and Reuben, 4 years old, reil on the floor rigid and vomiting. Then Mrs. Wessler succumbed, and Dr. Wessler sent one of his neighbors after Dr. John C. McCoy.
Returning to the Wessler house the neighbor and Dr. McCoy found Dr. Wessler also ill, his symptoms being similar to those of his wife and three children.
After six hours' work Dr. McCoy succeeded in bringing the family around all right. In the mean time the news spread through the neighborhood.
The girl Jennie, when resuscitated, said that after pouring all of the milk out she noticed a white sediment at the bettom of the pitcher. It looked like flour, she said, and in washing the pitcher she had to use a towel to get rid of the white substance. Her reason for not speaking of the incident before, she said, was because she believed the sediment was cream.

Dr. Wessler did not suspect the milkman of putting poison in the milk, for he said the milkman had no motive for doing so. Besides, scores of other persons in the neighborhood were supplied with milk by the same milkman. He thereupon reported the matter to the police.

An hour after the Wessler family had been stricken down a similar case was reported from a neighboring house at 45 Bridge street, where Samuel Eppatein, 4 years old, and Betsy, a girl of 3, drank a quantity of milk shortly before they became ill. Both fell on the floor rigid, and were seized with vomiting. A physician who was called in administered emetics and the children recovered.

Then came the third case, that of Benjamin

"In our case the arsenic must have been put into our milk pitcher when the pitcher was on the doorstep. This is easily accessible from the street by a large arch or driveway. The arsenic was probably put into the pitcher after the milkman had poured in the milk. No one was seen about the house whom I could suspect. I only took a little of the milk in my coffee, and I suppose I would have been completely prostrated if I had drank some of it at the time my children did. The powder, being heavier than the milk, sank to the bottom of the pitcher, so that very little trace of the polson would be in the first portion of the milk taken from the pitcher. As I took the first portion in my coffee, it did not affect me like it did the others who got tafter the pitcher had been handed around, the powder becoming stirred up in the shaking or handling of the pitcher, and more of it mixing with the milk. My boy Reuben, who got the last portion of the milk, got so much of the arsenic that he vomited. Had we boiled the milk, as was our custom, the arsenic would have dissolved, and the probabilities are that the whole family would have died, for I would not have been in a condition to summon assistance."

Dr. McCoy, when seen at his residence, said that he found all the members of Dr. Wessler's family suffering from arsenic polsoning, and that there was not the slightest doubt that some one had placed arsenic in the milk.

MAY OVERCROWD FERRYBOATS.

Only Steamships, Tugs, and Excursion Boats Affected by the Federal Law.

The summer season supervision of excursion coats, which was begun Sunday, was continued yesterday by the Custom House inspectors, as-sisted by Capt. Petric of the Local Board of Inspectors of Steam Vessels and nearly the entire force of his office. This supervision is for the purpose of restricting the number of passengers carried on each boat to the limit provided for in ts certificate. As far as can be learned, pending the preparation of the official reports to-day. he work of the inspectors was effective in preventing overcrowding. These reports, however, are not required to concern themselves with ferryboats, for the Federal law contains nothing prohibiting the overcrowding of such veesels, regarding which, in the case of the boats on sev eral ferry lines, complaints have been numerou

"All we have to do with ferryboats," said Inspector Petrie yesterday, "is to see that their bollers, engines, hulls, and general appointments are in proper condition. We have nothing to do with any overcrowding that there may be. The law prescribes the maximum number of passengers to be carried on ocean steamships, tugs, and excursion boats, but does not cover ferryboats."

A Spread for Fire Patrolmen.

The Board of Fire Underwriters gave a spread in each of the fire patrol stations yesterday for the benefit of the patrolmen. Sunday and yes, terday were the hardest two days in the for the patrolmen, who had been on duty continuously during forty-eight hours. The spread was kept up all day and all night, and was served by a caterer. It consisted of chicken and lobster salad and cold cuts of all of chicken and lobster salad and cold cuts of all sorts. At high the cream was served. The regular fire laddies were on duty twenty-two hours, but they didn't get the spread that the fire patroline enjoyed. An hour's recess for meals was their only relaxation from the long period of duty. Chief Bonner was on duty at his old station in Mercer street, ready at an instant's call in case of need.

Nucces Comes Back Partly Disabled. The Mailory line steamship Nueces, which sailed on Saturday for Galveston, returned yesterday with the crank pin of the highpressure engine fractured. The accident occurred near the mouth of the Chesapeake on Sunday morning. Engineer Hanlon detached the high-pressure engine and came up under the low pressure at the rate of about eight knots an hour. The cargo of the Nucces will be transferred to the Comal, which will sail on Wednesday. The Nucces will be laid off about a week. OF CATCRING BUNAWAYS.

Phoory and Practice of Cavanagh, Micycle Co.

Bicycle Policeman Cavanagh, who distin rulahed himself on Friday and Saturday of last week by two particularly daring feats of runaway catching, is a slimly built young Irishman A reporter went to Cavanagh's house on Satur day, six hours after the policeman had been dragged for five blocks, pounded unconscious, and rolled in the gutter by a big delivery wagor horse. He found Cavanagh acting gymnasium tree for an indeterminate number of laughing children. With playful fleroeness he was warning them to get off his sore places on pain of being thrown out of the window. Whereupon the children laughed the more and pounded him to find where the sore places were. When Cav-anagh began telling how he caught runaways, though, they settled down in his lap and became very quiet. The reporter saw then that there

were only two of them.
"Guess I catch them the same as any other bike copper would," he said. "It's our business. Only for the last day or two they have been coming my way. I have been in luck, that's all.
"This stuff about 'bravery' and all that is fool

talk. No. I'm not throwing any bluff, either. I mean it. Just take my case, and I suppose it's the same with all the boys. I've spent most of my life as a railroad man. First it was freight braking, then bossing a freight gang, passenger braking, and at the last I was a baggage man. Now, in the railroad business a man gets to know himself pretty darned well. He knows what he can do and what he can't do. He knows what he can do and what he can't do. He knows what he can lift, and how long he can hang on; that is, how good his grip is. Then he gets some ideas about the value of a human life—how little it takes to save one sometimes if he acts quickly enough. I am not saying, mind, that a man has got to be a railroad man first before he gets to de good work stopping horses and that sort of thing. I mean that a man who has taken lots of risks knows how to take more, when they come.

"For my own self. Livow that my strong." talk. No. I'm not throwing any bluff, either. I

sort of thing. I mean that a man who has taken lots of risks knows how to take more, when they come.

"For my own self, I know that my strong point is my grip. If I am not to get killed until I don't hold on long enough, I'm willing to take the chance. Yesterday, for instance, that team on First avenue had me knocked down and rolling in the mud. I was mad, because I hate to get my clothes in such nasty shape. I was pretty blamed sore over it. But I was not afraid. You see, I knew that if I held on long enough, the horses would stop. I knew that so long as I held on nothing could happen to me. And there you are.

"To-day when I saw that the horse I was after didn't have a bridle I was mad again. I had a right to be mad. How was I to be expected to stop a horse that didn't have anything on his head to catch hold of I So I jumped for his nose. I missed, and knew that I'd got to get a hold somewhere or get hurt. So I took the collar. If the blamed shafts hadn't punched my side so, I would have stopped him easy. I don't quite understand my giving out and fainting that way. Perhaps it was because I was pumped out coming up Avenue A over the mud and ruts to catch up with the horse. Anyway, I don't understand it.

"You see what I mean by knowing myself, though, don't you? There isn't anything I ever have to do that my muscles cannot do easily. I just trust them."

of 3, strank a quantity of milk shortly before they became till. Both fello m the floor right of the pheame till. Both fello m the floor right they became till. Both fello m the floor right who was called in administered emetics and the children recovering and the control of the control of

is under arrest for opening and destroying letters on the Delaware, Lackawanna and Western Railroad. Johnston has been in the county jail in Jersey City since his examination. The manner in which he took the letters and de stroyed them and his actions at the examination led Commissioner Rowe to believe that the prisoner was insane. His wife and mother-inlaw said that he had been acting queerly and
they believed that he was not in his right mind.
At the request of Commissioner Rowe, County
Physician Converse observed Johnston very
closely every day for a week, but could discover
no symptoms of insanity. The Warden and
keepers at the jail say that he acts rationally at
all times. Commissioner Howe received a letter yesterday from Dr. C. B. Smith of Washington, N. J., informing him that Johnston is undoubtedly insane. Lawyer Isaac Goldenhorn,
who has been engaged to defend Johnston, says
that selient is not only sane, but innocent.
Mrs. Johnston and her mother have come to
that conclusion also. There has been some talk
that some of Johnston's relatives are desirous
of having him sent to the asylum so that they
can get control of his property, but there appears to be no foundation for such assertions,
in view of the fact that he is allowed to remain
in prison when the bail is only \$1,000. prisoner was insane. His wife and mother-in

IT WAS PATRICK WALSH'S BODY The Hedy Found by a Vachting Party on Sun

day Identified. The body found floating in the lower bay, off Great Kills, Staten Island, Sunday morning by a yachting party was identified yeaterday morning as the remains of Patrick Walsh of 241 East Ninety-fourth street, New York. The identification was made by David Walsh, his brother tion was made by David Walsh, his brother. The latter says that he and his brother accompanied the County Cork Association on its excursion to Sylvan Heach, on Staten Island Sound, on Sunday, June 27. It was on the same excursion that Miss Mary Murphy and Bartholomew Clancey lost their lives by falling overboard from a barge. David says he was talking to Patrick on the boat just before the landing was made in New York, and he thought he saw him walk off the boat to the pier. From that time he disappeared completely. David does not believe that his brother was a victim of foul play. He had no enemies and had had no trouble on the excursion that day.

POLICE SAY HE WAS DRUNK. The Man Run Over by a Newark Trolley Car

Was Probably a Peddler. The man who was run over on Sunday night by a trolley car on the turnpike road be-tween Jersey City and Newark, about two miles east of Harrison, has not been identified. It is believed that he was a tramp peddler. In his pockets were found a half dozen papers of pins, a number of packages half dozen papers of pins, a number of packages of court plaster, and a dime. A man answering his description tried to trade a paper of pins for a drink on Saturday night in a road house half a mile from where the body was found. He was so drunk that the proprietor refused him the drink. The police and Deputy County Physician Allers, who has charge of the case, think he fell on the trolley track in a drunken stupor. No inquest will be held. The county authorities will bury the body.

SNORED UNTIL THE COP CAME. Negro Broke Into a Jersey City House and Yook Nothing But a Nap.

When the servant girl in Dr. Winges's house, 473 Jersey avenue, Jersey City, went down stairs about 5 A. M. yesterday she found a negro lying across the low window sill of one of the dining-room windows. His head and shoulders were on the floor, and his feet were sticking out of the window. He was snoring vigorously. When Policeman Keilt awakened him he said de did not know how he got there. He said ho was Henry Parker. 25 years old, of Newark, N.J. He was locked up as a disorderly person and his record will be investigated. JEROLOMAN PONDERS PAN.

GLIMPSES INTO MITHOLOGY BY THE ALDERMEN'S PRESIDENT.

His Line Is Low, Percente and Parliamentary but He Can Tackle Personified Nature at a Pinch-May Vot Have Sight of Proteon or Hear Old Triton Blow His Wreathed Hors

The Hon. John Jeroloman, President of the Board of Aldermen, and now acting Mayor, was appointed a committee of one last week by the Municipal Art Commission, of which by virtue of his office he is a member, to inspect Sculptor Barnard's statue of the great god Pan, which the Park Board refused to erect in Central Park. This unsought honor, for unsought it was, was the first official recognition of a critical ability which few suspected in Mr. Jeroloman. His ability as a lawyer has been publicly recognized, The minutes of the Board of Estimate bear testimony to this. At a recent meeting Mr. Jerolo man objected to the bills of Henry Marquand Montgomery Schuyler, and Prof. Ware for their services as experts in passing on the plans for the new Hall of Records. They charged \$400 each, and it is recorded that Mr. Jeroloman backed his objection by the statement that in his opin ion the bills were too steep. It is also recorded that Comptroller Fitch, in disagreeing with the President of the Board of Aldermen, used these words:

"Now, if they (Messrs. Schuyler, Marquand and Ware) were lawyers of your standing at the bar, Judge, they would have charged \$1,000 or \$1,200 each for their services,"

There can be no doubt about the meaning of the Comptreller's words. They are plain and unequivocal. The ability of Mr. Jeroloman as a presiding

officer has also been recognized. It is true that the Tammany Aldermen have sought to create and spread the impression that he knows no more about running a meeting than a cow does about Sunday, but the fact remains a fact that visitors to the sessions of the Board of Aldermen, the past winter and spring particularly, have been impressed by the decorum of the proceedings and the parliamentary skill displayed by the President. At no time were more than six Aldermen speaking at once, and Mr. Jeroloman sternly refused to entertain more than three motions at the same time. Three, he declared, was the limit, because no man, no matter how intelligent, could keep track of any more. His fine resonant voice, rising high above the din of the orators and commanding order and peace until the President could find out where he was at, comoelled the admiration of the listeners. Central Labor Union men, who were frequent visitors to the Aldermen's chamber, have been heard to declare that Mr. Jeroloman would have made a fortune as an auctioneer had his lines been cast in different places. But his ability to criticise and pass upon works of art had lain dormant and unrecognized all through the years of his public life, until it was fittingly recognized by the Municipal Art Commission, among whose members are Bruce Price and J. Q. A. Ward, Presidents of two of the greatest art societies in New York. Mr. Jeroloman feels the honor keenly. He appreciates it thoroughly, but he disclaims more than a moderate fitness for the task imposed upon him. He has even gone so far as to doubt his ability to give an opinion off-hand on the artistic merits of Mr. Harnard's statue, although the National Sculpture Society has already reported favorably upon it. Mr. Jeroloman said he wanted time to study and think before he went at the job. So he bought a book on mythology and read all it contained about the god Pan. The result of his reading was not at all satisfactory to Mr. Jeroloman. He said he was not sure that Pan was a fit subject for a statue on the Boulevard.

Why, "said he, "I understand that this creature, Pan, was a voluptuous an and spread the impression that he knows no more about running a meeting than a cow does

ford, Conn., who pro-ided, said physicians had outgrown the theory that a habit was good because every one had it. He said it was an ex-

cause every one had it. He said it was an exploided theory that a teaspoonful of alcohol would produce a gallon of energy.

Dr. D. A. Elsworth said he had not used alcohol in any form in his practice for fifteen yeara, and had been able to obtain better results, particularly in cases of typhoid fever.

Dr. Shepherd of Brooklyn said that alchohol passed through the human system without undergoing any change. Its action was to paralyze the nerve centres. One grain of wheat contained more nutrition than a keg of beer and a beefsteak more nutrition than a gill of wine. The administration of stimulants to children was particularly disastrous, he said, because the tissues of a child were easily destroyed by it.

Dr. A. M. Lesser, surveyed at the New York.

because the tissues of a child were easily de-stroyed by it.

Dr. A. M. Lesser, surgeon at the New York
Red Cross Hospital, declared that it was the duty of physicians and preachers to eradicate alchohol from general medical practice. Since the opening of the Red Cross Hospital in 1892, he said, over a thousand cases had been treated without the use of alcohol, and the mortality rate had been only 1 per cent.

SOUTHERN PACIFIC IN MEXICO. It Is Again Said It Has Bought the Menterey and Mexican Gulf Bond.

MONTEREY, Mexico, July 5 .- The report is again revived here that the Monterey and Mexican Gulf Railroad has been sold to Mr. C. P. Huntington for the Southern Pacific Company, and that the transfer of the road to the new owners will take place on Aug. 1. The Mexican International road is a part of the Southern Pacific system, and the Monterey and Southern Facilic system, and the Monterey and Mexican Guif road connects with that line. By this purchase the Southern Pacific system se-cures a deep-water outlet at Tampico and an all-rail route from San Francisco to Tampico, as well as New Orleans. The Mexican Central Company has been trying to purchase or lease the Monterey and Mexican Guif road from the Belgian bondholders, but the terms could not be agreed upon. elgian bondholde e agreed upon.

Opal Mine in Central Mexico.

QUERETARO, Mexico, July 5 .- A Mexican prospector, representing an American company, mostly Chicago capitalists, has just discovered an opal mine near here. The stones are large and of handsomer appearance than any yet discovered here. It will require a large amount of capital to develop and operate the mine, but the company is said to be willing to make the necessary investment. Heretofore little attention has been paid to opal mining in Mexico, owing to the large amount of money necessary to carry on the work and the uncertain demand for opals. The demand for the stones has greatly increased during the past few years in America and Europe.

SAN ANTONIO, Tex., July 5.-George Reeley, a rauchman, of Buchel county, his wife and two children were on the Mexican side of the Rio Grande when a sudden flood came down the river. They attempted to cross in a light skiff and the boat overturned when in midstream and all five persons were drowned. Their bodies have not been recovered.

DODGE THE DUTY

AND BUY 7 lbs. Good Tea for \$1. ONE PACKAGE. PAXSON VICKERS' SONS,

PROPRIETORS OF NATIONAL TEA HANK, 180 AND 182 WATER ST., NEW YORK. OFFER GOOD SEVEN DAYS.



I have recently read of four cases where Ripans Tabules relieved people from severe suffering which they experienced from the necessity of living in an impure atmosphere. First, there was a man who kept a ro-cent lodging-house in the Bowery, New York. He found that a Tabule taken now and then kept him from getting sick in that polluted atmosphere. Then there was a man who worked in a coal mine in Ohio, where the great distance under the hills made it impossible to get pure air, the air being forced to the men by great fans which would sometimes cease their motion on account of breaks in the machinery and then the air would become very bad indeed, causing pains in the head, dizniness and fainting. This man found a Ripans Tabuletaken at such a time would preserve him from the pain he had previously experienced. Another miner, well known in Scranton, Pa., suffered from the foul atmosphere he breathed for so many years in the mines, resulting there from the gases and damp. "My stomech suffered most," said be. Finally he was induced to make trial of Ripans Tabules, and was so much benefited that he now makes a practice of carrying a few of the magic Tabules in his pocket, so as to be able to awallow one at the first sign of approaching trouble. The fourth case is that of a Philadelphia tailor who had charge of the manufacturing department, and was obliged to spend hours at a time in the pressing, sponging and ironing department in an overheated room where the atmosphere is very heavy and disagrecable. This resulted in giving him frequent headaches, from which he sometimes suffered great torture. The medicines prescribed by his physician brought no relief, and he was, he said, on the verge of despair when a friend one day sadvised him to try Ripans Tabules. He did so and the result was that the first two Tabules wrough with him an almost magic change. "I escape all headaches now," he writes, "and no matter how but the room is, one Tabule does away with all suffering. I always carry some with me for an omergency and c

A new style packet containing THE REPAUS TANULES in a paper carton (without glass) is now for mise at some drug stores—FOR PTE CRITS. This low-priced cort is intended for the poor and the economical. One dosen of the five-cent cartons (180 tabules) can be had by mail by sending forty-cells cented to the Rayasa CHERRICAL COMPANY, No. 10 Spruce Street, New York—or a single carton CRIT TANULES) will be sent for five cents.

STEPS FROM HIS BOAT AND DIES. Seart Disease Carries Off Coxswain Sadler at

the N. R. A. B. A. Begatte. Bosrow, July 5.—With the thermometer at 93 n the shade and a brisk west wind blowing down the river the eleventh annual regatta of the New England Amateur Rowing Association was held over the old Charles River course. The principal interest centred in the senior eightoared shell race, which was won by the River-sides of Cambridge. The Millstreams of Chelsea were second. Sadler, the coxswain of the latter crew, dropped dead as he stepped from the boat from heart disease, brought on by the excite-ment and heat. The body lay on the floor of the Union Boat Club house until near the close of the regatta, and his sudden death cast a gloom

Several events were omitted for a lack of ntries, and it is altogether unlikely that the city will appropriate \$1,200 another year for the The first race, the double scull junior, was the

easiest kind of a victory for the Union B. C. crew over the Riversides and Bradfords. Time, 10 minutes 22 seconds. The city of Boston professional single scull race was next. Erastus D. Rogers, J. J. Casey, Peter Conley, and P. J. Donovan were entered. Rogers took the lead at the start and held it to the finish, rowing the full two miles in 14 minutes 23 seconds. Casey

was second.

The war canoe event was a procession, with the Wah Be Wah Wa crew leading. The Waltham crew was outclassed. Crews from the West End and Millstream B. C.'s were the only starters in the four-oared working-beat junior event. The former won in 10 minutes 13 seconds.

starters in the four-oared working-boat junior event. The former won in 10 minutes 13 seconds.

In the senior eight-oared shell race the Riverside R. C., Millstream B. C., B. A. A., and Shawmut B. C. were represented. The course was a mile and a half straightaway. The Riversides started ahead at a winning clip, and passed the half-mile mark with a slight lead on the Millstream and B. A. A. crews, whose boats were nose and nose. The order of finish was Riverside, Millstream. B. A. A. Shawmut. Time, 8 minutes 26 seconds.

Between the first three boats there was not an inch of clear water. The Shawmuts finished three lengths behind the B. A. A. crew. This was the race of the day. The junior single scull was the only other interesting race. It was won by Fred Greer of the Columbia R. A., after a gallant uphill battle. He finished strong in 10 minutes 554 seconds. In the junior eight-oared shell race, one mile and a half, there were two entries, Lynn A. and R. A. and the Bradford B. C. The former won by two lengths.

Only two crews started in the four-oared working-boat professional race. The West End representatives won. Blake captured the intermediate single-scull race from Hobbs by eight in the senior four-oared shell race, were evenly matched. It was anybody's race until within a quarter mile of the finish, when the H. A. A. men spurted and won by two lengths. Time, 9 minutes 34 seconds.

TRAP SHOOTING

Edgar Murphy and Phil Daly, Jr., Win the Princ Events at Hollywood. Long Brance, July 5.-The opening of the

ummer pigeon shooting at Hollywood this afternoon was attended by a large crowd, who witnessed some brilliant shooting under the most favorable auspices. The birds were a fast ot. Aided by a stiff southeasterly breeze they made difficult targets for the marksmen. There were eight contestants for the Overture prize, which was won by Edgar Gibbs Murphy. Patten, who was the only allowance man, was the favorite in the pools. The race between Winston and Murphy, who were alone in the race after the tenth round was reached, was interesting. Winston's fourteenth bird dropped out of bounds, while Murphy scored a kill. Both marksmen brought down their final birds. "B. Loud" and Winston divided second and third moneys. The former finished with fourteen kills. The Independence Handicap had seven entries. Daly, Patten, and Murphy tied with thirteen each. Daly killed every bird, but was unfortunate in loaing two out of bounds. Winston scored his usual luck, losing his last bird out of bounds. In the shoot-off Daly won. Summary: Winston and Murphy, who were alone in the

out of bounds. In the shoot-off Daly won. Summary:

First Event—Three birds. \$5 entrancs.—Winston, 3;
Louesligs. Capt. Money, Patten, and Daly, 2 each;
Hoey, 1; Murphy. O.

Second Event—Same conditions.—Daly, Patten, and
Winston, 3 each; Capt. Money, Murphy, and Louening, 2 each; Hoey, 1.

Third Event—Overture prize, 15 birds, handicaprise, \$15 entrance, ties, miss and out.—Phil Daly, Jr.,
20 yards, 18; W. K. Patten, 17 yards, 12; Fred Hoey,
28 yards, 18; W. K. Patten, 17 yards, 12; Fred Hoey,
29 yards, 11; J. L. Winston, 29 yards, 14; E. G. Murphy, 30 yards, 15; Capt. Money, 30 yards, 13; A.

Fourth Event—Independence Handicap, 15 birds,
\$40 entrance; ties at 3 birds; three moneys.—Phil
Daly, 29 yards, 13; W. R. Patten, 26 yards, 13; T.
Hooy, 29 yards, 9; J. L. Winston, 30 yards, 13; E. G.
Mur hy, 80 yards, 13; Capt. Money, 29 yards, 9, and
withdraws; A. Louening, 26 yards, 4, and withdraws.
Shoot off—Daly, 3; Patten, 25 Murphy, J.

Fifth Event—Miss and out, \$5 entrance.—Hoey and
Winston, 13 each; Capt. Money, 10; Knowiton, 8;
Daly and Murphy, 4 each; Ballard and Gagrion, 3
each. Newark and Harlem Crews in Good Form at

Philadelphia Regatta. PHILADELPHIA, July 5.- The annual regatta

on the Schuylkill this afternoon was probably the most notable ever held in the long history of the cup and the people's regattas. The races were rowed over the national course, a mile and a half in length, from the Falls of Schuyikill to Rockland. All were rowed straight-

away except the singles and doubles, which were rowed with a single turn. in the eight-oared race there were three Philadelphia crows and three visitors. All were

Philadelphia crows and three visitors. All were sent away together, and for the first half mile of the course they were absolutely abreast.

The New York Athletic Club was the first to weaken, and fell behind a half length in the next quarter mile. The other visitors were strong and steady at the mile Atalanta being on even terms with the Pennsylvania Barge Club with the Institutes drew second, a nose ahead of the Fairmounts.

The Institutes drew up on the leaders rapidly, but the remaining distance was too short and the local crew shot over the line a winner by a scant length, with Atalanta a length and a quarter behind the Institutes.

In the four-oarod shell race the Harlem Rowing Club finished a close second to the Ariel Rowing Club finished a close second to the Ariel Rowing Club finished a close second to the Ariel Rowing Club finished a close second continue. In the intermediate doubles the Newark Rowing Club san third, while in the senior doubles Passaic finished in the same place.

James Patrick of Newark won the intermediate aingle by half a length, while B. G. Wilson of the Newark Athletic Club was an easy winner in the junior singles.

learned to read at the Asylum for the Blind, and that she read on the street for people, who then gave her small sums. The policeman put on the Magistrate's desk a book printed for the blind, and the girl read a selection from the Book of Proverbs.

Magistrate's desk a book printed for the blind, and the girl read a selection from the Book of Proverbs.

"She knows that by heart," the policeman said; "she's a fakir."

The prisoner's brother-in-law, J. V. Snow, with whom she lives at 263 West Twenty-seventh street, corroborated a statement which she made that she was waiting for her cousin, who leads her, when she was arrested. He said that he had intended to apply for a license for the girl, but had been told that it was unnecessary. The Magistrate discharged the prisoner withous allowing the policeman to say anything more in support of his contention that she imposed upon the public.

Policeman Who Arrested Her Net Allowed to

Show She Was an Impostor.

Market Court yesterday Minnie Ray, an alleged blind girl, much to the disgust of Policeman

Wustrow, who represented that she was an im-postor. The policeman, who is attached to the

Mercer street station, accused his prisoner of causing a crowd to collect in front of 28 Univer-

sity place, where, he said, she had been standing

without the consent of the owner. The girl is a

negress, 16 years old. She said that she had

Magistrate Flammer discharged in Jefferson

CENTRAL PARK CANDY FENDER Eighteen Arrested Because of Complaints to Mayor Strong as to Their Wares.

Mayor Strong wrote to the Park Commission ers last week saying he had received several complaints about the quality of the candy sold by boys in Central Park. The candies, the com plaints declared, had evidently been adulterated

plaints declared, had evidently been adulterated with some cheap substances that might prove to be deleterious to the children who bought and ate them.

The Mayor's letter was turned over to Capt. Collins of the Park police, who sent Detectives McGee and Harrick on Sunday to arrest all boys found seiling candy in the Park. They gathered in eighteen youngsters during the day and yesterday arraigned them in the Yorkville Police Court. The boys had been selling lozenges and so-called caramiels which appeared to be made out of flour for the most part. The candy was sold for one cent a package.

The boys were very tearful when arraigned in court and, on their promise not to sell any more candy in the Park, Magistrate Hedges discharged them.

SUNDAY SHAVERS ARRESTED.

German Barbers Procure the Punishment of

Two Italian Offenders. The German barbers of the east side declare that the Italian barbers are injuring the lawabiding men of the trade by keeping their shows open on Sunday after the legal hour for closing, which is 1 o'clock in the afternoon. Last week a delegation of German barbers called on Police Captain Grant of the East Sixty-seventh street station and asked that the law be enforced strict-

station and asked that the law be embreded that ly in his precinct.

Detective Crowe was sent out Sunday to see how the law was being observed. He found George Greco and Gaetano Colletta at 1:30 o'clock shaving two customers at the barber shop at 1333 Avenue A. When they had finished they were arrested. They were fined \$3 each in the Yorkville Police Court yesterday.

Two Brooklyn Women Burned.

Norah Cullen, 50 years old, a servant in the family of Mrs. Mary McKinley of 333 Clinton street, Brooklyn, while going to bed on Sunday night, upset a lighted candle and it set fire to the bed clothing. The flames communicated to the night dress, and she was so badly burned that she had to be taken to the Long Island Col-lege Hospital. Mary Watson, 45 years old, an-other servant, was also slightly burned while trying to put out the flames.

CITY OF MEXICO, July 5.-Two heavy copper wires to be used by the Postal Telegraph Com pany are being strung in this country, one from Laredo, Tex., to this city, and the other from El Paso also to this city. The work will be com-pleted in about three months, and the Postal offices will be established in all parts of the

Live Stock Market.

New York. Monday, July 5.—Receipts of beeves for two days were 8,010 head, including 111 care for export, 46 care for city slaughterers, and 21 cars for the market. Demand active and prices steady, and rough stuff a trille firm. Poor to choice steers soid at \$42.50±8.80, to 100 bs.; oxon at \$3.50±8.30, City dressed native sides, 65±85±c. P. B., To-day's cabes from London quoted American steers at 10±10½c., dressed weight retrigerate roser at 10±10½c., dressed weight retrigerate roser at 85±0.0 bef; to-morrow, 750 cattle and 2,540 quariers of bef; to-morrow, 750 cattle and 2,540 quariers of bef; to-morrow, 750 cattle and 2,540 quariers of bef; to-morrow, 750 cattle and 2,540 quariers. Receipts of live calves were 2,381 head. Trade active and prices 50c. higher for all grades. All soid early at \$45±85.70 + 100 bs. for ceals; \$3.50±84 for buttermitic calves, and \$4.50 for feed do. City dressed veals higher, at 85±10½c. Ps.

Receipts of sheep and lambs for two days, including 4 cars for slaughters, were 13,724 head, and altogether there were 57½ cars on sale. Sheep were in fair demand and at ady; lambs in heavy supply and 25±30c. lower, closing duil with 8 cars to sell. Floor to prime sheep soid at \$2,500£5.12½ p 100 Bs.; decent to very choice lambs at \$4.79±85.40. Dressed mutton, 5½c37c. Ps.; dressed lambs, 7½c310c.

Receipts of hogs for two days were 11,060 head. The market was duil and calculater at \$3.70±6.40 head.

Court Calendara This Day.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters.
Surrogate's Court—Trial Term—No day calendar.
Chambers—No day calendar. For probate—Wills of Thomas E. Schiel, Aunie M. Cunili, deorge W. Dayton, Jr., Jacob Scholle, Henry Hohmann, Mary E. Cornell, Eugene E. Bogert, at 10:30 A. M.
City Court—Special Term—Motions.



Of course you have heard of Mastiff Plug Cut, but have you tried it yourself? It is making new friends every day, indeed it disappoints no-body. It is always even better than people expect.